



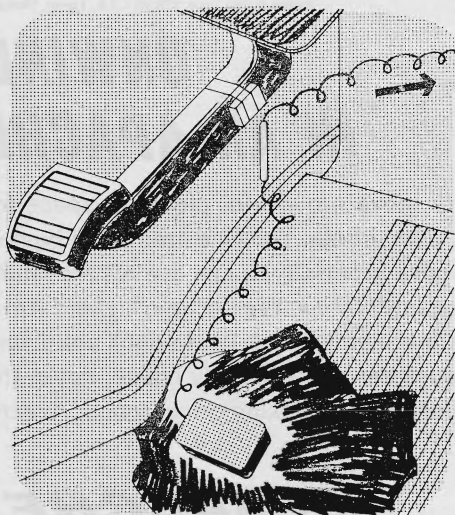
# Hints from the Model Garage



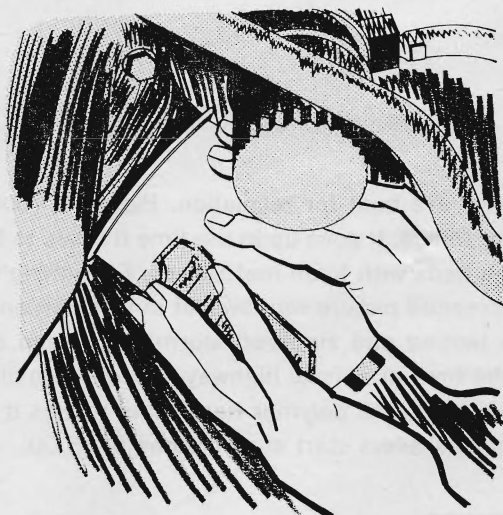
For precise headlight alignment, use a photo exposure meter to find the beam's brightest spot. Set up an aiming target (see your car's service manual), and scan the headlight-beam pattern with the meter. When you locate the hot spot, align the headlight

to center it on the target's aiming point. If the hot spot covers a broad area, mark its boundaries on the target, and measure to locate the center. Make sure you stand outside the beam when you take a reading, and hold the meter so it's not in shadow.

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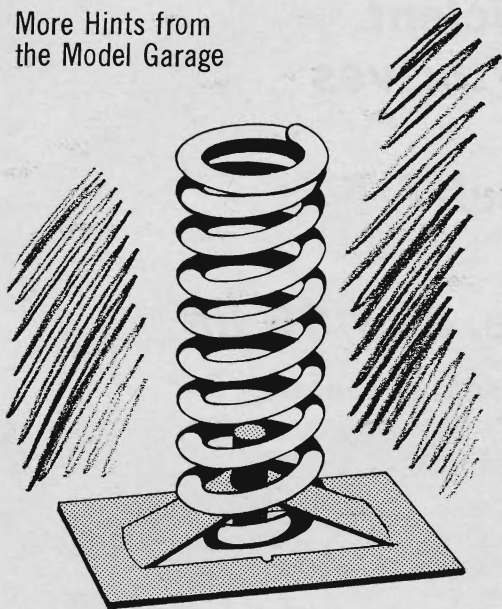


Make a parking-brake warning signal with a magnetic reed switch (Part #34B978, Allied Radio Co., Chicago) and a magnet. Tape the magnet to the brake arm and mount the switch so it is actuated when the brake is on. Wire a warning light in series.

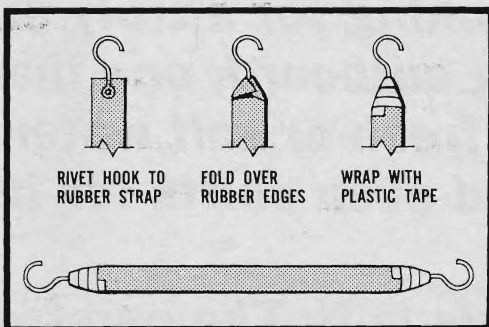


To spot a clogged full-flow oil filter fast, try this: Feel the filter housing when the engine is idling at normal temperature. If it's warm, engine oil is passing through freely. A cool housing indicates that the oil is bypassing around a clogged filter.

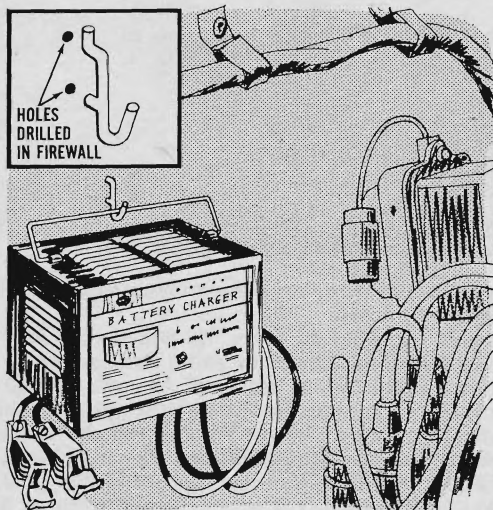
## More Hints from the Model Garage



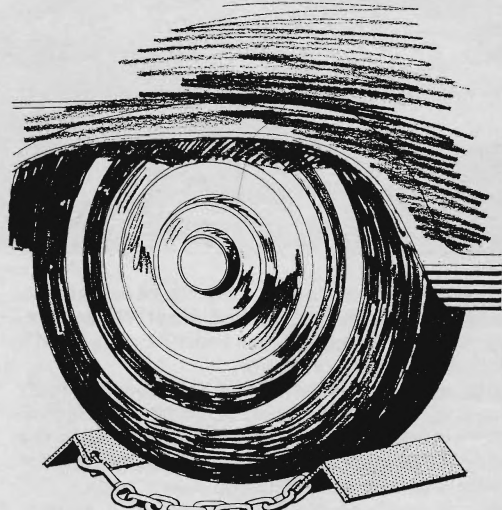
Tinnerman nuts are commonly used to fasten trim to body panels. Here's an easy way to remove a nut without damaging the stud: Twist an old clutch spring on the stud, as above, and pull upwards. The spring relaxes the bite of the nut's teeth.



Make a trunk-lid hold-down strap, for use with oversize loads, out of a rubber strip cut from an old inner tube. Rivet a steel hook to each end, and finish as shown above. Hint: Make up several straps of different sizes so you have one to fit any load.



Hang your battery charger on a hook made by mounting a medium-size pegboard hook in your car firewall. Drill two 3/16" holes on 1" centers, and slip the hook in place. Besides being convenient, the charger gets sufficient ventilation to prevent overheating.



Keep your car from rolling off the jack when you change a tire with this pair of safety wedges. Make them by chaining together two 8" lengths of 1 1/2" angle iron or tempered-aluminum angle. Place the wedges against the unjacked wheel on the lifted side.